CRASH CUSHION TYPE G

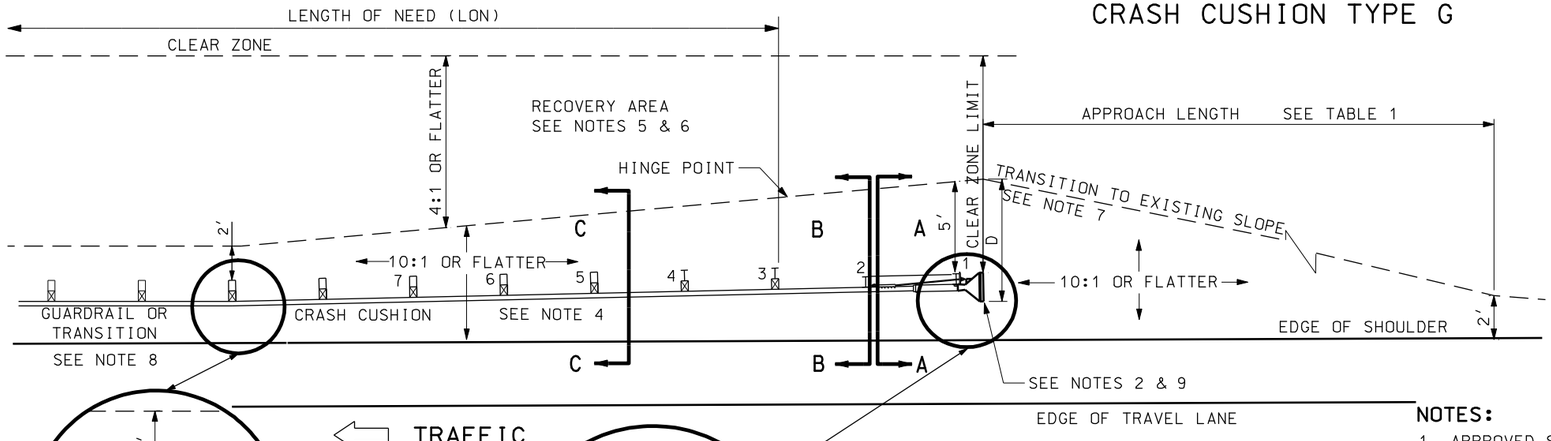
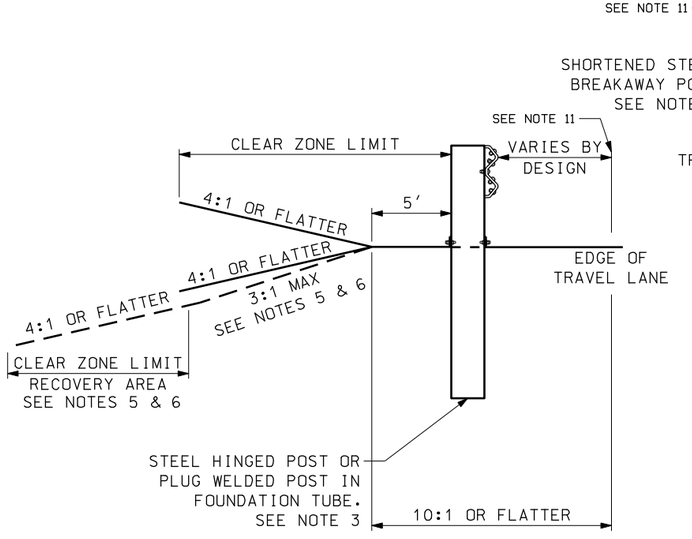
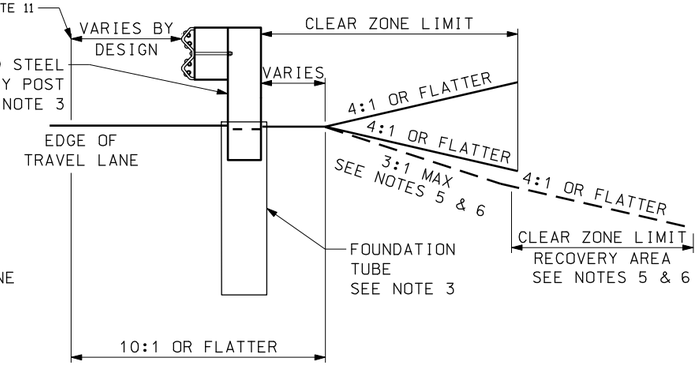


TABLE 1	
SPEED MPH	TAPER
LESS THAN 40	7:1
40 TO 55	10:1
60 TO 75	15:1

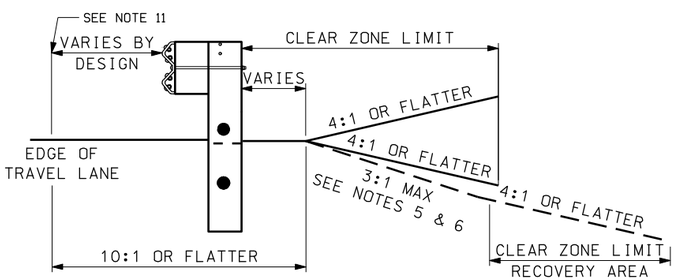
D X TAPER= APPROACH LENGTH



TYPICAL SECTION A–A
POST 1
SEE NOTE 3



TYPICAL SECTION B–B
POSTS 2–4



TYPICAL SECTION C–C
POSTS 5–8
SEE NOTE 3

SUPPLEMENTAL DRAWING

NOTES:

1. APPROVED SYSTEMS: ET-2000 AND ET-PLUS MANUFACTURED BY TRINITY INDUSTRIES AND THE SKT-350, MANUFACTURED BY ROAD SYSTEMS INC. REFER TO UDOT'S GUIDELINES FOR CRASH CUSHIONS AND END TREATMENTS FOR SPECIFIC SYSTEM DETAILS.

2. SYSTEM OFFSET:
   A. INSTALL SYSTEM WITH 2 FOOT OFFSET (25:1 FLARE RATE) WHEN USED WITH A TANGENT BARRIER SYSTEM.
   B. INSTALL SYSTEM AT THE SAME FLARE RATE AS THE BARRIER IT IS BEING ATTACHED TO.

3. REFER TO UDOT'S GUIDELINES FOR CRASH CUSHION AND END TREATMENTS FOR POST REQUIREMENTS.
   A. POST 1
      1) ET SERIES-HINGE BREAKAWAY POST (HBA)
      2) SKT-350 PLUG WELDED POST INSIDE FOUNDATION TUBE

4. RAIL ELEMENTS
   A. USE 12½ FOOT RAIL ELEMENTS AS SPECIFIED BY THE SYSTEM MANUFACTURER.
   B. DO NOT BOLT RAIL ELEMENT AT POST 1.
   C. REFER TO MANUFACTURE SPECIFICATIONS FOR OTHER RAIL TO POST BOLT REQUIREMENTS.

5. COMPLETE SLOPE PREPARATION PRIOR TO INSTALLING SYSTEM.
   A. USE 10:1 OR FLATTER SLOPES IN APPROACH AREA.
   B. USE 4:1 OR FLATTER FORESLOPE OR BACKSLOPE IN THE RECOVERY AREA.
      1) IF A 4:1 FORESLOPE IN RECOVERY AREA IS IMPRACTICAL USE A MAXIMUM 3:1 FORESLOPE. ESTABLISH A RECOVERY AREA AT THE TOE OF THE 3:1 FORESLOPE OF 4:1 OR FLATTER.
   C. USE A 4:1 BACKSLOPE TO THE CLEAR ZONE LIMIT IN THE RECOVERY AREA. IF A 4:1 BACKSLOPE CANNOT BE ESTABLISHED A 3:1 BACKSLOPE IS PERMITTED.

6. CLEAR RECOVERY AND APPROACH AREAS OF ANY FIXED OBJECTS OR HAZARDS.
   A. DO NOT PLACE SIGNS OR POLES IN APPROACH AREA.
   B. USE BREAKAWAY SIGNS OR POLES WHEN PLACED IN RECOVERY AREA, AND MAINTAIN A MINIMUM 10 FOOT CLEARANCE TO THE SIDES AND REAR OF THE SYSTEM.

7. CONSTRUCT PLATFORM AS REQUIRED WHEN THE SPACE IS AVAILABLE EVEN IF THE PLATFORM EXTENDS BEYOND THE CLEAR ZONE REQUIREMENTS. SEE STD DWG CC8B FOR EXCEPTIONS.

8. USE GUARDRAIL TRANSITION, STD DWG BA 4 SERIES, WHEN ATTACHING SYSTEM TO CONCRETE BARRIER OR BRIDGE PARAPET.

9. INSTALL REQUIRED MARKINGS AS PER STD DWG CC 1.

10. USE THE CURRENT EDITION, ROADSIDE DESIGN GUIDE TO ESTABLISH CLEAR ZONE REQUIREMENT AND LENGTH OF NEED (LON) REQUIREMENTS.

11. WHEN ROADWAY DESIGN REQUIRES A 12' OR WIDER EFFECTIVE SHOULDER THE 2' MIN BARRIER OFFSET IS OPTIONAL.

REVISIONS				
NO.	DATE	APPR.	REMARKS	
1	10-30-08	MEE	ADDED NOTE 11, REVISION NOTE 6 AND TABLE 1.	

UTAH DEPARTMENT OF TRANSPORTATION
STANDARD DRAWINGS FOR ROAD AND BRIDGE CONSTRUCTION
SALT LAKE CITY, UTAH

RECOMMENDED FOR APPROVAL — OCT.30.2008 DATE
CHAIRMAN STANDARDS COMMITTEE
APPROVED — OCT.30.2008 DATE
DEPUTY DIRECTOR

GRADING AND INSTALLATION DETAILS CRASH CUSHION TYPE G

STANDARD DRAWING TITLE

STD DWG
CC 8A

DGN File:L:\Standard_Drawings\Imperial\2008Approved\x_Supplemental_Issues\xSupp4Approved\CC08A.dgn
02-DEC-2008